HEADQUARTERS 2ND OPERATIONAL TRAINING UNIT FERRYING DIVISION, AIR TRANSPORT COMMAND HOMESTEAD ARMY AIR FIELD, HOMESTEAD, FLORIDA

PRECISION LOW APPROACH CHECK

PILOT Jack H	. Gardner, 1/Lt.	DATE	8/12/44	
RANGE	DHO	TIME	2100	
TYPE AIRCRAFT	B -24	GRADE	88	
THE APPLIED.			•	

Value	Tolerance	ALT	ITUDES	
	All.owed	Prescribed	Flown	Grade
	700	2000		
1 2		3000	3050-2940	2
· .		270	275 265	
1	20	270	CD-500	2
1 4				11
2	2001/Win	500	500-700	2
		2500	0)150 0550	
<u> </u>	201	2500	2470-2770	2
2	5 PPH	190	145-150	2
-				
2	50	222/42	222/42	2
		2500	0550 0):50	
1 2	501	2500	2550-2450	2
2	5 1-24	150	150-150	1
. 2	2001/18n	500	300-500	2
	201/1411	2000		
5%	01	2000	1900-2000	0
-	_	88	80-90	4
2	5		-	
2	5 NPH	150	150-160	1
8#			1	6
克 特	01	2000	2000	
			2003	8
4	100 /min.	500	400-500	14
4%	5 MPH	150	150-160	6
Qui-	50	∉ a		
		00		8
8**	5 sec.	1:48	1:55	4
			22	
10*	01	1500	1500	10
				1
<u>l</u> ,				4
, !				4
4 -		~ _ 2 ~ ~ ~		
8			1 A . 4	8
	2 2 2 2 2 2 2 2 2 2 5* 5 2 8* 4 4* 8* 8*	Allowed 2 100 3 5 5 100 10	Allowed Prescribed 3000 3000 3000 3000 270 4	Allowed Prescribed Flown 2 100 3000 3050-2940 2 10° 270 275-265 4 2 2001/Min 500 500-700 2 501 2500 2450-2550 2 5 MM 190 145-150 2 5° 222/42 222/42 2 501 2500 2550-2450 2 5 MM 150 150-160 2 2001/Min 500 300-500 5 01 2000 1900-2000 5 01 3brkts 88 50-90 2 5 MPH 150 150-160 8* 01 2000 2000 4 1001/min 500 400-500 4* 5 MPH 150 150-160 8* 5° 88 8* 5 sec. 1:48 1:55 10* 01 1500 1500

REMARKS: Turned to heading of the beam of procedure turn without getting back

on beam, but was able to get a brush. The flight was well planned.

TYPE AIRCRAFT S-24 GRADE 88

WEATHER:

Value Tolerance Altitude Grede Grede	MEATHER:						
Allowed Prescribed Flown Grade Deam bracketing and holding 3 brkts 270 275-255 2 2 270 275-255 2 2 2 2 2 2 2 2 2		Value	Tolerance	ALTI	TUDES		
Initial approach altitude 2 100 3000 3050-2940 2			Allowed	Prescribed	Flown		Grade
Beam bracketing and holding 2 3 brkts 10° 270 275-255 2 3. Detected station, initial 4 4. Rate of descent 2 2001/kin 500 500-700 2 5. Altitude prior to turn 2 50: 2500 2450-2550 2 6. Airspeed 2 5 MH 150 145-150 2 7. Frocedure turn 2 50: 2500 2550-2450 2 8. Altitude, procedure turn 2 50: 2500 2550-2450 2 8. Altitude, procedure turn 2 50: 2500 2550-2450 2 9. Airspeed during turn 2 5 MM 150 150-160 1 10. Rate of descent 2 2001/JSn 500 300-500 2 11. Altitude, return to station 5% 0: 2000 1900-2000 0 1900-2000 0 1900-2000 0 1900-2000 0 1900-2000 1 1 1 1 1 1 1 1 1] Initial approach altitud					C.	
2. Initial approach heading 2 10° 270 275-255 2 3. Detected station, initial 4 4. Rate of descent 2 200'/Min 500 500-700 2 5. Altitude prior to turn 2 50' 2500 2450-2550 2 6. Airspeed 2 5 MH 150 145-150 2 7. Frocedure burn, headings 2 5° 222/42 22/42 2 8. Altitude, procedure turn 2 50' 2500 2550-2450 2 9. Airspeed during turn 2 50' 2500 2550-2450 2 9. Airspeed during turn 2 5 MH 150 150-150 1 10. Rate of descent 2 200'/Min 500 300-500 2 11. Altitude, return to station 5% 0' 2000 1900-2000 0 Bracketing and riding been 5 50 86 80-90 4 12. Airspeed 2 5 MPH 150 150-160 1 14. Detected station, final 8% 0' 2000 2000 8 16. Rate of descent 4 100'/min, 500 400-500 4 17. Airspeed 4% 5 MPH 150 150-160 6 18. Heading, station to field 8% 5° 86 8 19. Timing, station to field 8% 5 sec. 1:48 1:55 4 20. Altitude over field 10% 0' 1500 1500 10 21. Pull out 4	Posm broakering and hali	1 2		3000	3050-	2940	2
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22. Signal volume and reaction 4	wronging over trend	TOse	()1	1500	1500		10
22. Signal volume and reaction 4	21 Pull out						
	CTO LATT ONP	1,			!		4
	22. Signal waluma and						
23. Knowledge of procedure	See Signal volume and reaction	4					4
	23. Knowledge of procedure	8			30 A		

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

Grading instructions on reverse side.

WILLIAM R. WHITE, Captain, CHI

GRADING:

l point off for each 20' or 5° or 5 MPH or 100'/min.

#11 2 off each additional 201.

#14 8 for cone; 6 for partial cone; 4 no cone detect station.

#15 2 off each additional 201.

#17 *2 off each additional 5 IPH.

#18 4 off each additional 50.

#19 4 off each 5 sec. over or short.

#20 4 off first and second 201; 2 off third 201.

FINAL REPORTS PEROTS

ound School completed	DATE: Instru ctor s Grada Pi	DATE: Check \$/12/49 Grade
Visual Inspection and cockpit check.		
Starting, Taxii, and Run-up.		
Take-off and climb.	3	3 4
Approach and landings.	3	3 4
One or more engines inoperative. Approach and land.	3	3 7
* Complete Instrument Check (AAF 50-3):		
a. Instrument Take-off.		34
b. Approach on predetermined heading.	0 #	-3
c. Loop crientation and let down.		3
d. Range orientation and let down (Precision check).		
e. Instruments w/one engine inoperativ	e	74
General knowledge of equipment.	3	3
Emergency procedures and equipment.	3	
Weight and Balance and Power Charts.		
Radio Navig., Radio Fixes, D.R. Navig.		
FINAL GRADE		
IARKS: Pilot came here with a below av		3

Ground School completed	DATE: Instructor's Grada Pi	DATE: Check \$/12/49 Grade	
1. Visual Inspection and cockpit check.	-	3 \$	
2. Starting, Taxii, and Run-up.	-	34	
3. Take-off and climb.	В	3 #	
4. Approach and landings.	7	***	
5. One or more engines inoperative. Approach and land.	3	3	-
6. Complete Instrument Check (AAF 50-3):		-	
a. Instrument Take-off.	3-	-B+	
b. Approach on predetermined heading.	0+	- 3	
c. Loop erientation and let down.	**	3	1
d. Range orientation and let down (Precision check).	3	3	
e. Instruments w/one engine inoperati	ve.	34	1
7. General knowledge of equipment.	3	D	
8. Emergency procedures and equipment.		3	
9. Weight and Balance and Power Charts.		3	
10. Radio Navig., Radio Fixes, D.R. Navig.	.		
FINAL GRADE	- B	- 	
Dut tried hard all way through course out to be average pilot on instrument	and improveme		
knowledge of procedures and plans his	an average job		te has a good
	- HAM	- /	7.
RECOLUDATIONS: AIRLING FIRST PILOT	Wille	um R phe	Ei
PERRY J. HODGKINS, Capt. Instructor GRADES: A - Above average C Below Ave		AM R. WHITE, (ept.

B - Average

D - Unsatisfactory